What is claimed is:

1. A vehicle immobilization apparatus, comprising:

a forward chock comprising a left channel, a right channel, and a tire contact surface, interconnected to said left channel and said right channel;

a rear chock comprising a left channel, a right channel, and a tire contact surface, interconnected to said left channel and said right channel;

wherein a tire of the vehicle is substantially immobilized when said left channel of said forward chock is selectively interconnected to said left channel of said rear chock, said right channel of said forward chock is selectively interconnected to said right channel of said rear chock, and said tire contact surface of said forward chock and said tire contact surface of said rear chock are engaged on the tire; and

a locking means interconnected to at least one of said left channel of said forward chock, said left channel of said rear chock, said right channel of said forward chock, and said right channel of said rear chock, which restrains said forward chock with respect to said rear chock when they are selectively interconnected, thus preventing removal of said apparatus.

2. The vehicle immobilization apparatus of Claim 1, wherein said locking means is an aperture incorporated into at least one of said left channel of said forward chock, said left channel of said rear chock, said right channel of said forward chock, and said right channel of said rear chock that is adapted to receive a pad lock.

3. The vehicle immobilization apparatus of Claim 1, further comprising a second locking means, wherein said left channel of said forward chock and said left channel of said rear chock are immobilized relative to each other, and said right channel of said forward

chock and said right channel of said rear chock are immobilized relative to each other when said forward chock and said rear chock are selectively interconnected.

4. The vehicle immobilization apparatus of Claim 1, further comprising a flexible securing means interconnected to at least one of said forward chock and said rear chock and to the vehicle, thereby substantially preventing operation of the vehicle if said apparatus is removed from the tire.

5. The vehicle immobilization apparatus of Claim 5, wherein said flexible securing means is at least one of a chain, a strap, and a cable.

6. A vehicle immobilization apparatus comprising:

a forward chock comprising a locking channel, a vertical surface, and a tire contact surface interconnected to said locking channel and said vertical surface;

a rear chock comprising a locking channel, a vertical surface, and a tire contact surface interconnected to said locking channel and said vertical surface;

wherein a tire of the vehicle is substantially immobilized when said locking channel of said forward chock is selectively interconnected to said locking channel of said rear chock, and said tire contact surface of said forward chock and said tire contact surface of said rear chock are engaged on the tire; and

a locking means interconnected to said locking channel of said forward chock and to said locking channel of said rear chock, which restrains said forward chock with respect to said rear chock when they are selectively interconnected, thus preventing removal of said apparatus.

7. The vehicle immobilization apparatus of Claim 6, wherein said locking means are apertures incorporated into said locking channel of said forward chock and into said locking channel of said rear chock that are adapted to receive a pad lock.

8. The vehicle immobilization apparatus of Claim 6, further comprising a flexible securing means interconnected to at least one of said forward chock and said rear chock and to the vehicle.

9. The vehicle immobilization apparatus of Claim 8, wherein said flexible securing means is at least one of a chain, a cable, and a strap.

10. A vehicle immobilization apparatus comprising:

a forward chock comprising a left channel, a right channel, a lower tire contact surface, interconnected to said left channel and said right channel, a left vertical extension, which is interconnected to said left channel, a right vertical extension, which is interconnected to said right channel, and an upper tire contact surface, interconnected to said left vertical extension and said right vertical extension;

a rear chock comprising a left channel, a right channel, a lower tire contact surface, interconnected to said left channel and said right channel, a left vertical extension, which is interconnected to said left channel, a right vertical extension, which is interconnected to said right channel, and an upper tire contact surface, interconnected to said left vertical extension and said right vertical extension;

wherein a tire of the vehicle is substantially immobilized when said left channel of said forward chock is selectively interconnected to said left channel of said rear chock, said right channel of said forward chock is selectively interconnected to said right channel of said rear chock, and said upper and said lower tire contact surfaces of said forward chock and said upper and said lower tire contact surfaces of said rear chock are engaged on the tire; and

a locking means interconnected to at least one of said left channel of said forward chock, said left channel of said rear chock, said right channel of said forward chock, and said right channel of said rear chock, which restrains said forward chock with respect to said rear chock when they are selectively interconnected, thus preventing removal of said apparatus.

11. The vehicle immobilization apparatus of Claim 10, wherein said locking means is an aperture incorporated into at least one of said left channel of said forward chock, said left channel of said rear chock, said right channel of said forward chock, and said right channel of said rear chock that is adapted to receive a pad lock.

12. The vehicle immobilization apparatus of Claim 10, further comprising a second locking means, wherein said left channel of said forward chock and said left channel of said rear chock are immobilized relative to each other, and said right channel of said forward chock and said right channel of said rear chock are immobilized relative to each other when said forward chock and said rear chock are selectively interconnected.

13. The vehicle immobilization apparatus of Claim 10, further comprising a flexible securing means interconnected to at least one of said forward chock and said rear chock and to the vehicle, thereby substantially preventing operation of the vehicle if said apparatus is removed from the tire.

14. The vehicle immobilization apparatus of Claim 10, wherein said forward chock and said rear chock further include handles, which aid in transportation thereof.

15. A vehicle immobilization apparatus comprising:

a forward chock comprising a left channel, a right channel, and a tire contact fender operably interconnected to said first left channel and said first right channel;

a rear chock comprising a left channel, a right channel, and a tire contact fender operably interconnected to said first left channel and said first right channel;

wherein a tire of the vehicle is substantially immobilized when said left channel of said forward chock is selectively interconnected to said left channel of said rear chock, said right channel of said forward chock is selectively interconnected to said right channel of said rear chock, and said tire contact fender of said forward chock and said tire contact fender of said rear chock are engaged on the tire; and

a locking means interconnected to at least one of said left channel of said forward chock, said left channel of said rear chock, said right channel of said forward chock, and said right channel of said rear chock, which restrains said forward chock with respect to said rear chock when they are selectively interconnected, thus preventing removal of said apparatus.

16. The vehicle immobilization apparatus of Claim 15, wherein said locking means is an aperture incorporated into at least one of said left channel of said forward chock, said left channel of said rear chock, said right channel of said forward chock, and said right channel of said rear chock that is adapted to receive a pad lock.

17. The vehicle immobilization apparatus of Claim 15, wherein said fenders include an upper edge, a lower edge, and two lateral edges therebetween, and wherein side

walls are interconnected to said lateral edges which aid in the prevention of unauthorized disengagement.

18. The vehicle immobilization apparatus of Claim 15, further comprising a flexible securing means interconnected to at least one of said forward chock and said rear chock and to the vehicle.

19. The vehicle immobilization apparatus of Claim 15, wherein said forward chock and said rear chock further include handles, which aid in transportation thereof.

20. The vehicle mobilization apparatus of Claim 18, wherein said flexible securing means is at least one of a chain, a strap, and a cable.